Approval for Use of GPS in Lieu of ADF and DME

1. GPS avionics approved for terminal IFR operations may be used in lieu of ADF and DME. Included in this approval are multisensor systems actively employing GPS as a sensor. This equipment must be properly installed, and the provisions of the applicable FAA approved aircraft flight manual, flight manual supplement, or pilot operations manual must be met. The required integrity for these operations is provided by Receiver Autonomous Integrity Monitoring (RAIM) or an equivalent method.

2. For air carrier operations, operations specification approval is required to use GPS.

3. Waypoints, fixes, intersections, and facility locations to be used for these operations must be retrieved from the GPS airborne database. The database must be current.

4. These operations must be conducted in accordance with the FAA-approved aircraft flight manual, flight manual supplement, or pilot operations manual.

5. The course deviation indicator must be set to terminal sensitivity when tracking GPS course guidance in terminal areas.

6. The nondirectional radio beacon or DME ground facility which supports the charted requirement may be temporarily out of service.

7. Charting will not change to support these operations. Charted requirements for ADF and DME can be met using the GPS system, except for use as the primary instrument approach navigation source.

8. The required integrity monitoring system must be functioning and must indicate satisfactory integrity.

9. Procedures must be established for use in the event that GPS integrity outages are predicted or occur. In situations where this is encountered, the flight must rely on other approved equipment. Otherwise, the flight must be delayed or canceled.

10. When using GPS as the primary navigation system at and above 24,000 feet mean sea level (flight level 240), DME is not required in accordance with CFR 14 Part 91.205(e).

Note: This approval does not alter the conditions and requirements for use of GPS to fly existing nonprecision instrument approach procedures as defined in the GPS approach overlay program.